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NBAA NAMES FAA'S JONATHAN HOWE TO SUCCEED WINANT AS PRESIDENT

Jonathan Howe, 48, a veteran FAA executive, was named by the National Business Aircraft Association Thursday to succeed NBAA President John Winant later this year. Howe, an attorney and active pilot who holds an Air Transport Pilot rating and has 6,400 flight hours in a wide variety of aircraft, had been director of FAA Southern Region headquarters in Atlanta until he was reassigned to FAA headquarters in Washington in mid-March (BA, March 17/82). His reassignment—to work on plans regarding the future organizational structure of FAA—was widely interpreted as a political move ordered by Transportation Department officials that occurred despite the strong objections of FAA Administrator Donald Engen.

Winant told BA Friday that the NBAA search committee charged with finding his replacement and the full board of directors was fully informed about the circumstances surrounding Howe's reassignment. "On the grand scale of things they thought it was a real small thing," Winant said that would not be any sort of detriment to Howe's being an effective NBAA president. He said the search committee had talked with Howe before the "flap" with DOT arose. NBAA Chairman Preston Parish said Howe "will bring us exactly the right set of credentials, knowledge and experience needed to manage the many and great challenges which business aviation will face in the coming years."

Heading an FAA region is regarded as one of the best jobs within FAA and the Southern Region, which Howe headed from 1981 until early this year, is the agency's largest, including responsibility for aviation matters in eight southeastern states, the Caribbean area and FAA's international aviation activities in Central and South America. Howe, a graduate of Yale University and Yale Law School, is a Marine Corps veteran who joined FAA in Washington as a regulations attorney in 1963. He served in a number of executive posts within the agency including deputy chief counsel at FAA headquarters and deputy director of the Northwest Region before taking over the Southern Region.

Winant, 62, announced last year that he planned to retire (BA, Dec. 16/194). He has been president of NBAA since 1971. Howe will join NBAA on a full time basis Sept. 1 as president designate and will take over as president on Dec. 1.

GAO CALLS FAA'S INSPECTION PROCEDURES 'INSUFFICIENT'

The Federal Aviation Administration at present, "cannot say with assurance that airlines are complying with safety regulations" according to a General Accounting Office report. Testifying before the House aviation subcommittee, Herbert McClure, an associate director of the GAO, said currently, and for the foreseeable future, FAA has "no adequate way of knowing if field managers are complying with inspection priorities and minimum inspection standards."

GAO maintained that while FAA needs more inspectors, it is not prepared to absorb an increase at this time. "FAA does not know how many of its existing inspectors are now assigned to commercial airlines, commuter airlines or private and business aircraft...it knows that some general aviation inspectors are assigned to scheduled Part 121 airlines, but it does not know how many. We believe that before FAA can effectively allocate a planned increase it must first identify how its current work force is being used," McClure said.

(Continued on the following page)

 **NOW ONLINE WORLDWIDE**

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY - APRIL UNIT SHIPMENTS

		Apr. 86	Cal. Year			Apr. 86	Cal. Year
AEROSPATIALE GENERAL AVIATION							
• Single-Engine				CE-210	Centurion	3	4
T89	Tampico	0	1	CE-T210	Turbo Centurion	6	15
TB-10	Tobago	8	17	CE-P210	Pressurized Centurion	1	2
TB-20	Trinidad	4	8	CE-188	AgHusky	0	0
TB-21	Trinidad TC	0	0	CE-188	AgTruck	0	0
R110		0	1	• Multi-Engine			
R180		0	0	CE-303	Crusader	0	1
R235		0	0	CE-335		0	0
TOTAL		12	27	CE-340		4	5
BEECH AIRCRAFT CORP.							
• Single-Engine				CE-402		0	1
BE-77	Skipper	0	0	CE-404	Titan	0	0
BE-C23	Sundowner	0	0	CE-414	Chancellor	0	2
BE-C24R	Sierra	0	0	CE-421	Golden Eagle	0	1
BE-F33A	Bonanza	2	5	CE-425	Conquest I	0	0
BE-A36	Bonanza	5	23	CE-441	Conquest II	0	2
BE-V35B	Bonanza	0	0	CE-500	Citation I	0	0
BE-B36TC	Bonanza	0	5	CE-550S/II	Citation II	1	6
• Multi-Engine				CE-650	Citation III	0	2
BE-B55	Baron	0	0	REIMS AVIATION			
BE-E55	Baron	0	0	• Single-Engine			
BE-58	Baron	2	4	CE-152		0	0
BE-58TC	Baron	0	0	CE-F152	Aerobat	0	0
BE-58P	Baron	1	2	CE-F172	Skyhawk	0	0
BE-76	Duchess	0	0	CE-FR172	Hawk XP	0	0
BE-860	Duke	0	0	CE-F182	Skylane	0	0
BE-C99	Airliner	0	0	CE-F182RG	Skylane RG	0	0
BE-C90-1	King Air	2	3	TOTAL		48	153
BE-F90-1	King Air	0	0	Manufacturers net billing -- \$8,894,846			
BE-B100	King Air	0	0	AVIONS-MARCEL DASSAULT			
BE-200	Super King Air	1	8	• Multi-Engine			
BE-200C	Super King Air	0	0	AD-My.10	Falcon	0	0
BE-300	Super King Air	2	9	AD-My.20	Falcon	0	1
BE-200T	Super King Air	0	0	AD-My.200	Falcon	1	1
BE-1900C	Commuter	1	4	AD-My.50	Falcon	2	5
	Beechjet Diamond IA	1	7	TOTAL		3	7
TOTAL		17	70	DEHAVILLAND AIRCRAFT OF CANADA			
Manufacturers net billing -- \$15,207,933				• Multi-Engine			
BRITISH AEROSPACE				DHC-5		1	2
• Multi-Engine				DHC-6	Twin Otter	0	0
BAe	Jetstream 31	5	14	DHC-7		0	1
HS-748		0	1	DHC-8		5	9
BAe 146-100		1	2	TOTAL		6	12
BAe 146-200		1	3	EMBRAER			
HS-125-800	Model A	1	4	• Single-Engine			
HS-125-800	Model B	0	0	EMB-201	Ipanema	2	6
TOTAL		8	24	EMB-710	Carioca	0	0
PILATUS BRITTEN-NORMAN LTD.				EMB-711	Corisco	0	2
• Multi-Engine				EMB-712	Tupi	0	2
BN-2B	Islander	0	0	EMB-720	Minuano	3	7
BN-2T	Islander	1	2	EMB-721	Sertanejo	0	0
Mark III	Trislander	0	0	• Multi-Engine			
TOTAL		1	2	EMB-110	Bandeirante	0	0
CANADAIR LIMITED				EMB-120	Brasilia	0	1
• Multi-Engine				EMB-121	Xingu	0	2
CL-600	Challenger	0	0	EMB-810D	Seneca II	5	9
CL-601	Challenger	1	2	EMB-820		0	0
TOTAL		1	2	TOTAL		10	29
CESSNA AIRCRAFT CO.				FAIRCHILD AIRCRAFT CORP.			
• Single-Engine				• Multi-Engine			
CE-152		0	0	Merlin III-C		0	0
CE-A152	Aerobat	0	0	Fairchild 300		0	0
CE-172	Skyhawk	16	53	Merlin IV-C		0	0
CE-172	Cutlass	0	0	Metro III		5	9
CE-172RG	Cutlass	1	1	Expediter		0	0
CE-182	Skylane	5	18	TOTAL		5	9
CE-182	Turbo Skylane	0	1	GATES LEARJET			
CE-182RG	Skylane RG	1	3	• Multi-Engine			
CE-182RG	Turbo Skylane RG	1	1	LR-25D		0	0
CE-185	Skywagon	0	0	LR-25G		0	0
CE-U206	Stationair 6	5	16	LR-35A		2	4
CE-TU206	Turbo Stationair 6	1	11	LR-36A		0	0
CE-207	Stationair 8	0	0	LR-55		0	0
CE-TU207	Turbo Stationair 8	0	0	TOTAL		2	4
CE-208	Caravan	3	8				

		Apr. 86	Cal. Year
GULFSTREAM AEROSPACE			
• Multi-Engine			
GR-1159A	Gulfstream III	1	3
AE-840	Turbo Commander	0	0
AE-900	Commander 900	0	0
AE-980		0	0
AE-1000		0	1
TOTAL		1	4

ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	0	0
1124A	Westwind 2	0	1
	Astra	0	0
TOTAL		0	1

LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		1	1
LA-250	Renegade	2	4
TOTAL		3	5

MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	2
M-5-200		0	0
M-5-235C	Lunar Rocket	1	2
M-6-235		0	1
MX-7-180	Super Rocket	0	1
M-7-235	Super Rocket	1	3
MX-7-235		3	11
TOTAL		5	20

Manufacturers net billing - \$263,837.18

MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201	7	12
M-20K	231	8	29
TOTAL		15	41

PARTENAVIA S.P.A.			
• Multi-Engine			
P68C		1	3
P68C-TC		1	2
P68 Observer		0	2
P68 Observer TC		1	1
Spartacus		0	0
TOTAL		3	8

PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-38-112	Tomahawk	0	0
PA-28-161	Warrior	19	32
PA-28-181	Archer II	44	23
PA-28-236	Dakota	0	4
PA-28RT-201T	Turbo Arrow IV	1	1
PA-32-301	Saratoga	0	3
PA-32R-301	Saratoga SP	0	1
PA-32R-301T	Turbo Saratoga SP	0	3
PA-46-310P	Malibu	4	24
• Multi-Engine			
PA-31-350	Chieftain	0	0
PA-31P-350	Mojave	0	0
PA-31-500	Cheyenne I	0	0
PA-31-500	Cheyenne IA	1	2
PA-42-720	Cheyenne III	0	1
PA-42-720	Cheyenne IIIA	1	1
PA-42-1000	Cheyenne 400LS	0	1
PA-34-220T	Seneca III	3	13
PA-44-180	Seminole	0	0
PA-44-180T	Turbo Seminole	0	0
PA-T1020		0	0
PA-T1040		0	0
TOTAL		33	109

Manufacturers net billing - \$5,129,794

SHORT BROTHERS LTD.			
• Multi-Engine			
SBJ-CS-7	Skyvan	0	1
SD-3-30		0	0
SD-3-60		0	6
TOTAL		0	7
SINGLE-ENGINE		118	367
MULTI-ENGINE		60	167
GRAND-TOTAL		178	534

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	April			Calendar Year to Date		
	1986	1985	1984	1986	1985	1984
Aerospatiale	12	*	*	27	*	*
Beech	17	23	36	70	81	146
British Aerospace	8	8	4	24	20	12
Britten Norman	1	0	1	2	0	1
Canadair	1	0	0	2	2	5
Cessna	48	65	81	153	269	273
Dassault	3	2	1	7	8	7
DeHavilland	6	7	0	12	14	8
Embraer	10	10	8	29	41	32
Fairchild	5	2	3	9	6	8
Gates	2	3	2	4	7	5
Gulfstream	1	1	1	4	13	13
Israel	0	0	2	0	0	3
Lake	3	1	4	5	6	8
Maule Air Inc.	5	8	5	20	25	12
Mitsubishi	0	0	0	0	3	7
Mooney	15	10	13	41	35	43
Partenavia	3	0	2	8	7	6
Piper	33	47	67	109	180	219
Short	0	1	2	7	2	14
TOTAL	178	188	232	534	719	822

* Figures not available.